

CLASSIFICATION UNCLASSIFIED		INFORMATION REPORT Approved For Release 2003/10/22 : CIA-RDP83-00423R00150055000807-54 OFFICE OF NAVAL INTELLIGENCE		SERIAL NO. 9160
DATE OF INFORMATION March 1954				DATE OF REPORT 3 June 1954
FROM DIO-12ND	SOURCE JUN 8 U.S. Shipping Company Official		EVALUATION B-2	REQUEST NO. --
SUBJECT THAILAND, BANGKOK: Port Information D 54426				

BRIEF (FOR REPORTS OF MORE THAN PAGE, ENTER CAREFUL SUMMARY)

This report includes hydrographic information on approaches and cargo handling facilities at Bangkok. Enclosure (1) gives some detailed information on the lighters available at Kohsichang.

Encl: (1) List of steel lighters showing dimensions of hatches

1. Approach. The informant's ship arrived at the Pilot Station, Bangkok, 12 March 1954, 0618, and passed Som Dam Light House (Bangkok Bar) at 0645, which was 1 hour 20 minutes before high water. The tide table shows high water at 0755 on that date with a height of 30 decimeters at 0600, 31 decimeters at 0700 and 31 decimeters at 0800. Therefore, the tide was about at a stand at 31 decimeters at the time of the crossing. The least depth found on the bar by using the fathometer and making proper allowances for draft and drag was 27 feet which is 3 feet 8 inches above the 23 feet 4 inches (tide table plus 40 decimeters). The draft of the ship was 13'7" fwd. 18'3" aft. The fathometer was checked against a hand lead while the ship was in Hongkong and found correct. The Pilot boat, which remains anchored, was observed to be in a position bearing 203 True, 3 miles distance from Som Dam Lighthouse. The pilot-vessel may be in a different position from what the charts show. It consists of a concrete barge of the type built for the Navy during World War II. It has no engine and is anchored stationary. The hull is painted black and has two white superstructures, one forward and one aft, the forward one being the largest. It has a mast with a yard and exhibits a white light flashing every 4 seconds at the masthead. It is a very poor light and difficult to see. The pilot boards in a small motor boat.

2. Discharge and Loading Facilities at Bangkok. The maximum lift from lighter to dock at Port of Bangkok is 22 to 23 tons. At the Bangkok dock there is a sheer leg crane registered at 25 tons. This has been checked by port marine engineers

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and it was found that due to age and inadequate maintenance during the war, the recommended maximum safety lift should be considered as 22/23 tons. However, the Port of Bangkok is now in the market for 11 new cranes.

3. Discharge and Loading Facilities at Kohsichang. If unable to proceed up the river, discharge and loading will have to take place by lighters at Kohsichang. Types of lighters available are wood and steel. Steel lighters are used for heavy lifts and the maximum hatch measurements are as shown in enclosure (1). No deck stowage is allowed on steel lighters. Wooden lighters are permitted to take deck stowage after Lighter Hatches are closed and sealed. Maximum weight of any one package 10 tons, provided cubic measurements permits. Only very few lighters have their own power, so quick shifting is sometimes difficult. Ships gear must be used for loading and discharge. All coolies are Chinese and speak no English. It takes them a little time to warm up, but it is possible to work the same gangs day and night. In the early morning they are inclined to slow down a little. The stevedores have a hatch foreman standing by each hatch being worked. This foreman is able to speak some English.

4. Boarding Parties. Officials come on board at Paknam, approximately 1½ hours after ship has passed Pilot Vessel. Ship anchors while boarding formalities are carried out, a process which consumes about 1½ hours. Representative of agent boards with officials and supervises distribution of papers and documents. Quarantine doctor checks passengers' and crew's Inoculation and Vaccination Certificates. Immigration officer checks passengers' passports. All crew members must sign two copies of Immigration Form T. M. 35 in the presence of the Immigration official. Customs officials seal slop chest lockers. All boarding officers leave the vessel at Paknam. When vessel reaches Bangkok approximately 1½ hours later, another group of Immigration and Customs officials board the vessel. Immigration again inspects passengers' passports. He also asks to have all seamen's Merchant Mariners Documents ("Z" cards) collected and held in custody until vessel sails. In lieu of this requirement, he may - at his discretion - accept a letter signed by the Master guaranteeing that all crew members will depart from Bangkok on same vessel as the one in which they arrived. The Master must give written guarantee assuring payment of a fine of US\$250. for every seaman failing to join vessel upon departure. At Bangkok customs searching parties come on board and search vessel, including crew's quarters, for unmanifested items. The Master must report to the Customs House to enter and clear the ship. About one hour prior to departure, Immigration officers return to vessel to check passengers' passports and have crew members sign the same two copies of Immigration Form T. M. 35, which they signed upon arrival. If vessel proceeds to Kohsichang after Bangkok, one copy of this Immigration Form T.M. 35 and copy of Form T.M. 3 (Passenger List) is given to purser for presentation to Kohsichang Immigration authorities. Upon arrival at that port, Immigration and Customs officers board vessel. No additional documents or papers are required. Prior to departure from Kohsichang Immigration again comes aboard to check passengers' passports and have crew sign Form T.M. 35 again.

5. Miscellaneous. Watchmen are usually placed on board all vessels but it is still strongly recommended that upon arrival at Bangkok/Kohsichang all movable gear, not to be used, should be stored away. The entrances to the superstructure should be closed with the exception of one entrance at which entrance a ship's watch should be maintained. Gratuities in the form of cigarettes are much in demand, though it

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appears that they can be held down to a somewhat reasonable amount. A large number of extra meals are served to boarding officials, customs officers attached to the ship during its port stay, checkers, etc. During this vessel's three-day stay in Bangkok and Kohsichang, a total of seventy extra meals were served in the saloon.

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Source Information: Information was supplied by an official of a U. S. Shipping Company, and is based on the written report from a Master of a company vessel.

Preparing Officer's Comment: This report is considered of possible interest to supplement information which may be available from other sources.

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"DIMENSION OF STEEL LIGHTERS' HATCHES

1. Champadak 560 tons (2 hatches)
Length 34' x Width 15' x Depth 12' (2nd Hatch)
2. Thanya Watana 550 tons
Length 22'6" x Width 22' x Depth 9' (biggest hatch)
3. Puang Ngern 500 tons
Length 23'6" x Width 15'6" x Depth 9' " "
4. Thong Tanee 450 tons
Length 17' x Width 15'6" x Depth 11' (1st Hatch)
Length 29' x Width 15'6" x Depth 12' (2nd Hatch)
5. P.K. 1 325 tons
Length 48' x Width 14' x Depth 7' (One big hatch)
6. P.K. 2 300 tons
Length 48' x Width 13' x Depth 7'4" (One big hatch)
7. D.C.J.1 300 tons
Length 29' x Width 15' x Depth 8' (2 hatches)
8. D.C.J.2 300 tons
Length 29' x Width 15' x Depth 8' (2 hatches)
9. Lak Seng 300 tons (2 hatches)
Length 29' x Width 15' x Depth 8' (2 hatches)
10. Lak Heng 300 tons
Length 29' x Width 15' x Depth 8' (2 hatches)"

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